

# Shipping

## SONOMA RESUMES AUSTRALIAN SERVICE CARRYING BIG CARGO

With every foot of available cargo space utilized, the Oceanic liner Sonoma, enroute from San Francisco to Pago Pago and Sydney, initiating the newly planned, nineteen day service from the west coast of the United States to the Australian commonwealth, is an arrival at the port of Honolulu today.

Bringing 41 cabin, and 2 steerage passengers for Honolulu and carrying in transit a half hundred travelers destined for Australian ports and Pago Pago, the liner was given a rousing welcome as she assumed her place at Oceanic dock shortly before seven-thirty this morning.

Captain J. H. Trask reported a fine trip, down from the California coast, Purser McNulty, and Dr. G. W. Clark, two popular steamship men with Honolulu traveling public, declared that among the Sonoma passengers are many tourists.

A quantity of lumber for which no room was found below was piled high on the afterdeck of the vessel. The liner brought 866 tons freight for Honolulu, while the bulk will be discharged at Sydney. A large amount of naval stores and supplies destined for Pago Pago is being carried in transit.

July 4th, Independence Day, was a red-letter event on board the Oceanic liner. The genial staff of saloon officers did not overlook the slightest detail in carrying out a celebration that will long be remembered by the fortunate travelers. The weather at sea was ideal. A sumptuous spread was served in the evening, likewise a musical and literary program was given followed by a dance.

The Sonoma brought a late mail for the islands numbering 335 sacks. A through mail to the amount of 932 sacks is enroute to Sydney.

The liner is to be dispatched at five o'clock this evening for Pago Pago and Sydney, taking six additional cabin passengers from this port.

F. S. Samuels, assistant to the president of the Oceanic Steamship Company, will make the round trip on the Sonoma, for the purpose of assuring himself by personal observation that the arrangements made at the different ports of call for handling the company's business are working smoothly.

The passengers for Sydney include J. W. Bourdette and wife, A. P. Coffin, Miss Davis, Major Sam Harris and wife and Neil Nielsen. Harris is in charge of the Australian government bureau at Vancouver, B. C., and Nielsen is the Australian government's agent in San Francisco.

Other Sydney passengers are Mrs. Vassault and Miss Cullen, Mrs. G. Waitman and Miss Grace Waitman, Miss E. H. Caldwell and Miss Anna Keefe.

The restoration of this line brings Pago Pago in direct touch with the United States again. The passengers for the Samoan port on the Sonoma include Ensign Samuel Henderson, U. S. N., and wife, and Lieutenant G. H. Laird, U. S. N., wife and two children, Wilhelmnia.

Many Island Steamers Make Port. Sunday proved a home-coming day for a number of inter-island steamers, several bringing large quantities of sugar, for transfer to waiting liners and freighters destined for the Coast.

The Mikahala from Maui, Molokai and Lanai ports, is an arrival with a miscellaneous cargo including 57 bales hides, 21 crates pigs, 14 crates chickens, 7 crates eggs, 133 packages sundries and a quantity of empty barrels and drums.

The Lilikale from Papaia brought 6336 sacks of Lauapaho sugar.

The little steamer Nona from windward Kauai ports, was an arrival with 3900 sacks sugar. This vessel also brought an auto and a quantity of empty gasoline drums.

From Kaula, the steamer Iwani with 5130 sacks sugar arrived early Sunday morning.

Kaula sugar to the amount of 2150 sacks was received with the arrival of the steamer Kinu. The Kinu also brought hides, 25 head cattle and 138 packages sundries.

Need the Canal Trade. The only benefit which these American-built vessels will have over their foreign competitors is the privilege which the American flag should give them, and that is the business of doing a coastwise or domestic business between New York and San Francisco, which business will be identical to their foreign business, if believed in that the line should primarily be maintained and operated for the transoceanic trade.

"If the rider complained of becomes a law, it will make it absolutely impossible for the Pacific Mail after the opening of the canal to maintain a steamship service between New York and Honolulu via San Francisco. Under the reading of this rider, the American line, in which any railroad is interested will not be permitted to pass through the canal in the course of a voyage between the Atlantic and Asiatic coasts with coastwise cargo on board unless for every ton of coastwise cargo it has a similar quantity of freight for foreign destinations. In other words one of

### Chinese Junk May Pass This Way.

A Chinese junk, bound for San Francisco, left Yokohama a few days ahead of the liner Tenyo Maru. It is a war junk and it is armed to the teeth. Its mission, however, is peaceful. It was purchased, commissioned, manned and dispatched for San Francisco by W. M. Milne, who arrived here on the Tenyo. Milne acted as agent for a moving picture syndicate and the junk will be used at the coast port as a part of the scenery in a series of moving pictures of Chinese pirate raids and other exciting incidents of life in the far east. It was Milne who brought the junk Whang Ho to the coast.

### Korea Due This Afternoon.

With over one thousand tons, Oriental cargo and a large number of Asiatic steamer passengers, the Pacific Mail liner Korea from Hongkong by the way of Shanghai and the Japanese ports, is due to arrive at Honolulu at an early hour this afternoon. The Korea will berth at the Alakea wharf, and will be dispatched for San Francisco at ten o'clock tomorrow morning. There is room on board the liner for one hundred additional passengers.

### Wilhelmnia Report.

The following wireless message has been received by the agents of the S. S. Wilhelmnia, bound for Honolulu: S. S. Wilhelmnia, 8:00 p. m., July 6, 1912, 856 miles from port; fine weather; all well. For Honolulu: 124 cabin passengers, 16 steerage passengers, 62 sacks mail; 13 W. F. X. motor, 4 automobiles, 3090 tons cargo. For Hilo: 1225 tons cargo. Ship arrives Tuesday morning and docks at the Hackfield wharf.

### Captain Johnson Still on Sick Leave.

Captain Peter Johnson, master of the Matson Navigation liner Wilhelmnia, now nearing the port of Honolulu and due to arrive here early tomorrow morning, is still on sick leave according to report brought by officers in the Sonoma. The Wilhelmnia is being brought down from the coast by Captain Charles Peterson, the well known young navigator who formerly commanded the Hilonian.

### Local Notice to Mariners.

Hawaiian Islands, Oahu Island, Honolulu Harbor—Channel. Kaula ports, reported by purser of the Kinu: Mch. 31, 412 sacks; K. S. M., 13,500; K. P., 13,870; G. F., 13,611; M. A. K., 32,525; G. R., 1500; L. P. 17,731.

Kohala ports, reported by the Iwani, 7000 sacks. Hamakua ports, reported by Purser Kekuewa of the Waihele: Honokaa, 4000 sacks; Paauhau, 3000 sacks; Kulihaele, 5500 sacks. Wilhelmnia to Arrive at Dawn Tomorrow.

The Matson Navigation steamer Wilhelmnia with a large delegation of passengers and a general cargo from San Francisco, is due to arrive off quarantine on or about six o'clock tomorrow morning, and should be at a berth at Hackfield wharf before eight o'clock. The Wilhelmnia was 484 miles off the port at eight o'clock last night. The Matson liner, according to a wireless message to Manager John Drew of the steamship department of her agents Castle & Cooke, has 124 passengers in the cabin and 18 traveling steerage. She has three thousand tons of freight for Honolulu and 1250 for Hilo.

A wireless message received yesterday at the agency of Castle & Cooke gave the position of the Japanese liner Hongkong Maru as follows: T. K. K. Hongkong Maru, enroute to Central and South American ports, July 7, 1912—8 p. m. position, latitude 21 degrees 37 minutes 0 seconds; longitude, 1 degree 5 minutes 38 seconds West.

Governor W. F. Frear, John T. Moir and several others prominent in official and political life in the islands, are passengers in the Matson Navigation steamer Wilhelmnia, that is nearing this port and should arrive off the quarantine at dawn tomorrow morning.

A wireless received at the agency of Castle & Cooke today is to the effect that the Wilhelmnia was steaming through fine weather 856 miles off port at eight o'clock last night. The Wilhelmnia brings 124 cabin and 16 steerage passengers, 62 sacks later mainland mail and 13 packages express matter.

The liner will berth at Hackfield wharf, where 3090 tons cargo will be discharged, before the vessel proceeds to Hilo with 1225 tons additional freight for the Big Island.

Four automobiles are included in the consignment of Honolulu freight. Transport Sheridan Safely Steams Through Ice. Local army people were much relieved to learn this morning that the United States army transport Sheridan had succeeded in breaking through the gigantic ice floe off the coast of Alaska, which imprisoned the troopship for many days. A message has been received at the War Department to the effect that the Sheridan reached Nome in safety, the vessel having suffered no material damage. It is understood that the Sheridan is to remain at the northern port until the sea has sufficiently cleared of floating ice, to insure safety in navigating the northern waters.

Hilonian Ran Into a Gale. The Matson Navigation steamer Hilonian reached San Francisco with her large consignment of sugar, only after meeting with some very nasty weather, during which period the vessel was buffeted by gales and heavy seas. It is stated that the steamer would have reached the California coast port at a much earlier hour had the weather been more favorable for making time in crossing the Pacific. The Hilonian is now reported as enroute to Seattle, there to complete cargo for the Hawaiian Islands.

## JOHNSON PREDICTED SKIPPER FOR BIG NEW MATSON LINER

Is Captain Peter Johnson, now master of the Matson liner Wilhelmnia, the logical selection as commander of the proposed new and largest steamer in the Matson fleet, which is predicted will be ready for service within the next fifteen months?

Steamship men along the coast are at present indulging in much speculation regarding whose shoulders the mantle of authority will eventually fall.

In addition to Captain Peter Johnson, the names of Charles Peterson, the popular "Boy Skipper" of the Pacific, now temporarily in command of the Wilhelmnia, and that veteran navigator, Henry Weeden, of the Lagoon, are prominently mentioned as eligibles.

Several Matson Navigation officers are predicted will soon be ordered to the East coast of the United States, there to represent the Matson interests at the Shipyard of the Newport News Shipbuilding and Drydock Company, which has secured the contract for the construction of the big new liner.

Although the commissioning of the liner just ordered is a long way off, it is generally conceded that Captain Johnson, being the senior skipper of the fleet at present, will get the new vessel and that Captain Weeden, now of the Lagoon, will replace him on the Wilhelmnia, while the other skippers move up to larger and more important commands.

With the arrival of the Oceanic steamer Sonoma at this port today, there arrived much additional detail concerning the new Matson liner. Captain Matson is reported as saying that he was sorry his new ship would not be entitled to the brand "Made in San Francisco." Realizing that much of the material used in ship construction on this coast has to be brought out from the east, and that to this extent local shipyards are at a disadvantage when bidding against eastern concerns, Captain Matson offered to place the contract here, provided the local bid was not more than \$60,000 higher than the lowest eastern bid.

The bid of the Newport News Company, however, was \$175,000 below that of the Union Iron Works and \$125,000 below the bid of the Seattle Drydock and Construction Company. The Seattle bid did not arrive until after the contract had been awarded.

The new steamer will be 500 feet over all. Its molded breadth will be 58 feet and its depth, molded to shelter staterooms will open into private bathrooms and there will be other features calculated to make life comfortable.

The liner will be lighted, heated and ventilated by electricity. Suction fans will take the place of the old fashioned natural draft ventilators. The contract calls for a speed of 16 knots at a draft of 24 feet. The steamer's displacement, loaded, will be about 15,000 tons.

The engine will be of the four cycle, triple expansion type, with a

barge must be decreed.

The report from the Committee on Claims, submitted by Representative Green, of Iowa, follows:

"The Committee on Claims, to whom was referred the bill for the relief of Sam Mahe, owner of the schooner Moi Wahine, sunk in collision with a Government vessel, having considered the same, report thereon with a recommendation that it do pass with certain amendments."

"It appears that the schooner Moi Wahine, owned by Sam Mahe, was sunk by collision with the U. S. light-house tender Kukui, February 27, 1911. This bill merely provides that the claim made by the owner of the schooner for damages so sustained be submitted to the United States district court for the Territory of Hawaii."

"The evidence submitted to the committee, taken upon the hearings had by the Department of Commerce and Labor, tends very strongly to show that the collision which caused the sinking of the claimant's vessel was brought about by negligence on the part of those in control of the Government vessel. The Government boat was a steamer, which gave the right of way to the sailing vessel. The lookouts on the steamer were inefficient and did not see the lights on the schooner, which its captain swears it carried."

"The committee, however, does not attempt to pass on the question of responsibility for the collision, which, under the bill, is to be determined by the court of Hawaii."

Per str. Kinu, from Kauai ports, July 7.—Mrs. Ahoi and child, Miss G. Berg, Miss Anderson, Miss Yoshi Teuge, Mrs. S. K. Kaulili, Francis Gay, Mrs. A. Robinson, Miss Robinson, S. Robinson, Miss Matthew M. Reposa, Mr. Withington, Miss Sheldon, Miss E. H. Wong, Miss Ho, R. L. Coleman, Miss Jordan, C. O. Smith, Miss M. G. Jordan, Miss Lee, Miss E. Lee, H. S. Truscott, and 52 deck passengers.

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Oriental cargo, and a number of Asiatic passengers destined for the islands are due to arrive in the Japanese liner Shinryo Maru, which vessel is reported to have sailed from Yokohama on Saturday.



CAPT. PETER JOHNSON

working pressure of 225 pounds of steam, and will develop 9,000 horse power. The steam will be supplied by six Babcock & Wilcox water tube boilers and three Scotch boilers.

The steamer will have accommodations for 250 first class passengers and 84 in the steerage. The first cabin dining saloon will have a seating capacity of 292 persons. It is arranging the accommodations of this new steamer, Captain Matson has tried to provide first class hotel service.

The new steamer will be equipped with 14 lifeboats, one of which will be a power launch that can be used in case of necessity to tow the other lifeboats. Eleven of the lifeboats will accommodate all of the passengers and crew.

The liner will be an oil burner. Its fuel tanks will hold 21,000 barrels of oil, with which, at a speed of 12½ knots, the vessel will have a steaming radius of 22,000 miles.

In order to make the vessel available as an army transport the head space on the 'ween decks is 9 feet 6 inches and a series of deadlights has been installed on either side.

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### TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
July 8	a.m. 11:48	p.m. 10:04	a.m. 11:48	p.m. 10:04	a.m. 11:48	p.m. 10:04
9	a.m. 12:30	p.m. 11:12	a.m. 12:30	p.m. 11:12	a.m. 12:30	p.m. 11:12
10	a.m. 1:24	p.m. 12:00	a.m. 1:24	p.m. 12:00	a.m. 1:24	p.m. 12:00
11	a.m. 2:10	p.m. 12:54	a.m. 2:10	p.m. 12:54	a.m. 2:10	p.m. 12:54
12	a.m. 2:53	p.m. 1:37	a.m. 2:53	p.m. 1:37	a.m. 2:53	p.m. 1:37
13	a.m. 3:40	p.m. 2:30	a.m. 3:40	p.m. 2:30	a.m. 3:40	p.m. 2:30
14	a.m. 4:23	p.m. 3:15	a.m. 4:23	p.m. 3:15	a.m. 4:23	p.m. 3:15

New moon July 14 at 2:42 a. m.

### WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 78; 10 a. m., 80; 12 noon, 80. Minimum last night, 73.

Wind—6 a. m., velocity 2, direction Northeast; 8 a. m., velocity 4, direction Northeast; 10 a. m., velocity 9, direction Northeast; 12 noon, velocity 9, direction Northeast. Movement past 24 hours, 145 miles.

Barometer at 8 a. m., 30.01. Relative humidity 8 a. m., 65. Absolute humidity 8 a. m., 6.830. Dew-point at 8 a. m., 64.

### VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Monday, July 8, 1912.  
SAN FRANCISCO—Sailed, July 6, 1:40 p. m., S. S. Nippon Maru, for Honolulu.  
SAN FRANCISCO—Sailed, July 6, Schooner Honolulu, for Honolulu.  
GAVIOTA—Sailed, July 7, S. S. Wm. F. Herrin, for Honolulu.  
KAHULUI—Sailed, July 5, Schooner A. P. Coats for Puget Sound.  
HILO—Sailed, July 6, S. S. Mexican, for Salina Cruz.

### AEROGRAM.

S. S. Wilhelmnia will dock at Hackfield wharf Tuesday morning from San Francisco with 124 cabin and 16 steerage passengers, 16 sacks of mail and 4 automobiles, 3090 tons of cargo; for Hilo, 1225 tons of cargo.

S. S. Sonoma sails for Sydney at 5 p. m.  
S. S. Korea sails for San Francisco at 10 a. m. Tuesday.

### ARRIVED

Sunday, July 7.  
Honokaa, Kulihaele, Waihele, stmr., a. m.  
Maui, Molokai and Lanai ports—Mikahala, stmr., a. m.  
Kauai ports—Kinu, stmr., a. m.  
Hawaii ports—Lilikale, stmr., a. m.  
Kauai ports—Kinu, stmr., a. m.  
Kauai ports—Nona, stmr., a. m.  
Monday, July 8.  
San Francisco—Sonoma, O. S. S., a. m.

Per O. S. S. Sonoma, from San Francisco—For Honolulu: Miss Helen Boyden, P. R. Brodzak, Mrs. Brodzak and child, Miss A. Buford, Mrs. M. Carr, J. H. Coney, Miss E. Dodson, Edward Dreier, Mrs. F. E. Frates and two infants, Geo. Frates, Miss Lucy Goem, Miss E. W. Goepfinger, Miss Florence Goldman, Miss Jean L. Goeck, Miss Hart, Dr. A. F. Jackson, Miss E. L. Ladd, W. M. Langton, Harry Lucas, Miss Sara Lucas, A. McWaters, W. C. Marshall, Miss A. Wolter, Miss M. Meiser, Mrs. F. Miller, Miss C. Mills, H. M. Mrs. C. E. Morgan, Mrs. Lee Morris, Miss Betty Morris, Miss K. Mullen, Miss Joy Noble, Miss Agnes O'Connell, Capt. J. R. Parker, Miss H. E. Proctor, F. M. Sammis, Mrs. Sammis, Pago Pago: Ensign Samuel Henderson, Mrs. Henderson, Lieut. G. H. Laird, Mrs. Laird and two children, Miss E. M. Seale, Sydney: J. W. Bourdette, Mrs. Bourdette, Geo. Brochie, A. F. Coffin, Miss E. H. Coldwell, Miss J. Cullen, Mrs. M. Jones, Miss Anna Keefe, Hon. Neil Nielsen, F. S. Samuels, Mrs. Samuels, Harold Samuels, Mrs. Kate Vassault, Mrs. G. Waitman, Miss Grace Waitman, Pago Pago: J. Connor, F. C. Farwell, R. J. Flash, J. W. High, F. O. Harrison: Sydney: S. Barnett, Mrs. J. Borchell, H. Frank, J. L. Graton, Mrs. Graton, Capt. John Hay, Miss B. Hazard, Miss N. Hazard, Roy Hazard, A. W. Wins, Mrs. King and infant, Mrs. J. Madigan, Master C. Madigan, Mrs. E. A. Maynard, J. M. Murphy.

Per str. Mikahala, from Maui and Molokai ports, July 7.—F. R. Schneider, Richard Quinn, Jno. Hughes, E. K. Fernandez, Mrs. Fernandez, Jno. Grace, Mrs. Doyle, Mrs. Medeiros, Miss Medeiros, J. Cooper, Mrs. Cooper, M. Jardine, J. W. K. Hose, M. C. Martin, Morris Keakalole, W. Fernandez, M. P. Caminos, H. Hibino, D. Sherwood, Ed. Kaupu, Mrs. Analui, Miss K. Raupp, Miss L. B. Wood, Jno. Wood, W. Wood, Miss H. Keahanui, Simeon Kalua, David Kalua, Rev. J. Kolonahi, J. L. Kallula, S. K. Kekoo-wai, Mrs. Susie Cockett, Y. Van Huig, Mrs. Mutch, C. H. Cooke, J. W. Ubaniui, Mrs. Kewiki, W. H. Hoopli, F. K. Hoopli, Aug. Pereira, M. Costa, and 57 deck passengers.

Per str. Kinu, from Kauai ports, July 7.—Mrs. Ahoi and child, Miss G. Berg, Miss Anderson, Miss Yoshi Teuge, Mrs. S. K. Kaulili, Francis Gay, Mrs. A. Robinson, Miss Robinson, S. Robinson, Miss Matthew M. Reposa, Mr. Withington, Miss Sheldon, Miss E. H. Wong, Miss Ho, R. L. Coleman, Miss Jordan, C. O. Smith, Miss M. G. Jordan, Miss Lee, Miss E. Lee, H. S. Truscott, and 52 deck passengers.

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## ODDS AND ENDS AT THE PORT

A large amount of sugar was received at the port yesterday with the arrival of a half dozen inter-island coasting steamers.

The little schooner E. K. Wood, which brought a shipment of lumber to this port, completed the passage to Grays Harbor in sixteen days.

The schooner Repeat in ballast from Honolulu is reported to have arrived at Wailapa Harbor on last Friday.

A twenty-day passage from the islands is credited the American barkentine Arago which has arrived at Grays Harbor.

The Oceanic steamship Sonoma, sailing for Australian ports this evening, will carry considerable mail destined for the Colonies.

Lumber consigned to local importers is reported to have left the Columbia river, in the American schooner Prosper, which sailed for Honolulu on last Friday.

The Oceanic steamship Sonoma is scheduled to depart for Sydney via Pago Pago at five o'clock this evening. A half dozen cabin passengers have been booked for the voyage to the Australian port.

The last of the mail brought from Australian ports is being discharged from the steamship Thorway. This vessel is expected to get away from the north-Pacific coast ports tomorrow.

Mail business interests are said to complain over the failure of the Mauna Kea to stop at the Valley line on the Saturday trip of the ship.

The next mail from the mainland is due to arrive tomorrow morning in the Matson Navigation steamer Wilhelmnia.

Taking over seven hundred tons each, the Japanese liner Hongkong Maru sailed from Alaska wharf on Saturday evening bound for Central and South American ports. The Hongkong Maru left no cargo at Honolulu, her freight being supplies and sundries for the southern continent.

Portland, Ore., Nov. 22, 1911. John J. Fulton Company.

Gentlemen: You no doubt remember my writing you that I had put a heart to Bright's Disease, the heart being patient on your Renal Compound after he had been given up by five physicians. Am sorry to say he passed away, but not from Bright's Disease. He was suffering from heart trouble, also and his other trouble seemed to have weakened his heart so that he could not revive. When he started on the compound, he was so weak, his feet, legs and hands were swollen terribly, his kidneys did not act and his brain was not clear. Before he died (two weeks) this entirely left him and not a trace of albumen could be found.

The above was told me by his wife, who was feeling very much encouraged as he was getting his old self. She went to awaken him one morning, but he had passed peacefully away during the night. She regretted that she had not known of it in time to start him on the Renal Compound before.

Respectfully,  
E. T. HIBBARD,  
9023 Oregon Street.

In our judgment the death was due secondary to the obstructed kidney. There is nothing in the treatment for the heart, and as we have repeatedly said, when it is withheld until the heart is nearly exhausted in its efforts to force circulation through the choked kidney, failures can be expected, but even these cases occasionally recover where competent physicians aid the Renal Compound by holding the heart up to its work with appropriate heart and eliminative treatment. Fulton's Renal Compound can be had at Honolulu Drug Co. Ask for pamphlet.

## AT THE HOTELS

ALEXANDER YOUNG.  
Mrs. Aubrey Robinson, Aylmer Robinson, Miss E. Robinson, Miss Matthew W. S. Truscott, Makaweli, Kauai; Agnes E. O'Connell, San Francisco.

Position as locum tenens. A well-qualified M. D. in California, also a legal practitioner in Hawaii, desires to spend a few months as locum tenens in H. T. Can come on thirty days' notice. Address, Dr. J. L. McCallan, Los Banos, Cal. 5282-2t

DRESSMAKING.  
Dressmaking; cut by French system. Shampooing and manicuring done at Room 105, Majestic Hotel, cor. Beretania and Fort. 5282-1m

FOR RENT.  
Unfurnished three-bedroom bungalow on Kahala Beach. \$30 per month. Pratt, 125 Merchant. 5282-1t

FOUND.  
White dog with collar No. 1766. Phone 1870. Ask for W. J. Murphy. 5282-2t

W. C. PEACOCK & CO., LTD.  
FAMILY TRADE  
WINE AND LIQUOR MERCHANTS  
Merchant, Near Fort

## If you didn't read in Saturday's Honolulu Star-Bulletin:

- "Duke's World-Beater Swim"
- "Rapid Transit Stands Pat"
- "Recess Appointment for Frear?"
- "Seafarer's Crew Quits"
- "Secretary British Embassy Here"
- "Home Insurance Report"
- "Can Form New Precincts"
- "Summer School Pupils"

You Are  
Fourteen Hours  
Behind  
The Times